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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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GORUBSO in Kurdzhali

1. The General Director of GORUBSO in Kurdzhali is Stepanov (fnu), a Soviet. GORUBSO is divided in five mining divisions. the third which is situated in Madan includes the following administrative personnel:

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- a. Director: Zhdanov (fnu), a Soviet;
- b. Assistant Director: Gramadnikov (fnu), from Plovdiv;
- c. Chief Engineer: Galigin (fnu), a Soviet;
- d. Chief of Cadres: Aksiev (fnu), a Bulgarian; and
- e. Norm Director: Lyunchev (fnu), a Bulgarian.

In the mining administration department there are about 20 clerks with various duties.

2. The following mines belong to the third mining division:

- a. "Spoluka" Mine;

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- b. "Sharenka" Mine;
 - c. "Baram" Mine;
 - d. "9 Septemvri" Mine; and
 - e. "Mechta" Mine.
3. The "Spoluka" Mine is in Madan. In this mine there are 300 workers divided in three shifts of 100 workers each. The mine produces 7,000 tons of ore per month. The ore contains zinc, lead, and pyrite.
 4. The "Sharenka" mine is situated about three kilometers from Madan. Chief of the mine is Shopov (fnu), a Bulgarian. In this mine there are 360 workers divided in three shifts of 120 per shift. Its production is 260-280 tons of ore per 24 hours. (the ore contains pyrite, zinc, and lead, in respectively decreasing percentages).
 5. This mine has one main gallery about 450 meters long and 2.5-3 meters wide and 2.5 meters high. In some places where the earth is friable it is supported by wooden shores. In the gallery there are rails on which run small cars with a capacity of 1,500 kilograms of ore. These cars are powered by small electric motors run on batteries. In this mine there are eight small cars drawn by two electric motors. Above the main gallery there are six shafts with heights varying between 30 and 40 meters. On the top of each of these shafts there are several levels which are called "Eksploatatsii" (workings) from which the ore is excavated and from which it is dropped down the shaft into the small cars and conveyed outside. These levels are located at various heights in the shafts and are numbered from the main shaft to the tops as follows: first, second, etc. "Eksploatatsii." At present only three shafts are being worked, since the rest are exhausted.
 6. The "Baram" mine is situated 50 meters east of the "Sharenka" mine. There are 30 workers working in this mine in three shifts of 10 persons per shift. It is now under development and has only two shafts which are not supplied with elevators and on the whole exploitation has not yet been started.
 7. The "9 Septemvri" mine is situated about 2.5 kilometers west of Madan. Most of the workers in this mine are Trudovaks.
 8. The "Mechta" mine is located near the village of Tŭrŭn (N 41-33, E 24-53), Smolyan Okoliya.
 9. the names of the following ore mines which are attached to GORUBSO,

 - a. "Batentsi" Mine;
 - b. "Krushev Dol" Mine;

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- c. "Konski Dol" Mine;
- d. "Borieva" Mine;
- e. "Gorna Petrovitsa" Mine;
- f. "Yuzhna Petrovitsa" Mine;
- g. "Strashimir" Mine; and
- h. "Gidyurska" Mine.

[redacted] in the area around Erma Reka (N 41-25, E 24-58), Ardino Okoliya, there are geological groups that are conducting surveys.

10. The highway between Zlatograd and Erma Reka is almost completed. Work on the highway is being done by Trudovaks. Since 1952 the Okoliya People's Council of Zlatograd has been located in Madan.

The City of Dimitrovgrad

11. As far as construction is concerned, Dimitrovgrad is divided into three rayons as follows:
 - a. The first rayon, which comprises housing units for future workers and administrative personnel and also buildings for cultural and party needs;
 - b. The second rayon, which includes all construction connected with the "Stalin" Chemical Combine; and
 - c. The third rayon, which includes all construction work connected with the "Vulko Chervenkov" TETs Steam-Heat and Power Station.
12. The First Rayon comprises that part of Dimitrovgrad which is located south of the railroad line and railroad station. [redacted] it extends in depth about two kilometers south from the railroad station, eastward from the station as far as the "Stalin" Chemical Combine, and westward for some 500 meters from the railroad station.
13. The central part of this rayon, which is a kvartal (ward), is located exactly opposite the Dimitrovgrad railroad station. This kvartal consists of new structures which were started during 1948-49 and thereafter. More of these new structures are concentrated in the angle formed by the highway to Khaskovo and the railroad line from Plovdiv. Near the new buildings, particularly along the perimeter of the first rayon, there are a few remaining old buildings from the former Rakovski railroad station. However, they are being demolished and a new station will be erected on its site. In comparison with construction work in other rayons, however, progress in the first rayon is slow.
14. New structures in this rayon are built in a series of rows and are almost identical. [redacted] there are now no fewer than 100 new 2-, 3-, and 4-story buildings which, almost without exception, are workers' quarters. In general, the first rayon is a residential area and administrative personnel and workers from Dimitrovgrad will inhabit its housing units. Soviet specialists are at present living in some of the buildings. There are also playgrounds.

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15. The Administrative Building of the Construction Association (Stroyobedinenieto) for all of Dimitrovgrad is located in that part of the first rayon which is exactly opposite the Dimitrovgrad railroad station. It is a new 4-story building about 40 x 20 meters in size. In the vicinity, there are large warehouses for construction materials: tile from Gorna Oryakhovitsa, lumber from Chepelare (N 41-43, E 24-41) and Smolyan, gravel from Yabulkovo (N 42-04, E 25-26), iron and structural iron, machinery, cement, etc. Near these are located lathe shops, arc welding shops, carpenter shops, and other workshops.
16. Six or seven huge barracks are located at the southernmost edge of the first rayon. They adjoin the "Stalin" Chemical Combine, and are intended for use as students' quarters and as class rooms for chemistry courses. About 200 men and women lived in these barracks where they were given theoretical training. They received their practical training in the "Stalin" Chemical Combine and the "Vulko Chervenkov" TETs. During the time of their practical studies, students were trained to work with imported Soviet machines. They became acquainted with the machine parts, disassembled the machines, and practised arc welding. The section of the first rayon between the barracks and the Khaskovo highway is poorly constructed and only small warehouses and barracks are found there.
17. Barracks 8-10 of Trudovak unit, Podelenie 290, "Benkovski" Camp, is located in the first rayon between the Svilengrad and the Khaskovo railroad lines. About June 1951, this unit had about 700 Trudovaks working on construction projects in the "Stalin" Chemical Combine and the "Vulko Chervenkov" TETs. They worked as common laborers while those who had completed construction courses worked as skilled laborers and in other trades. Although Trudovaks were not paid, they worked on a norm basis which had to be filled regardless of the number of hours required to do so. The norm was three cubic meters for regular workers and 1.2 cubic meters for temporary workers. The commander of the unit was Captain Dimitrov (fnu), about 38, tall, blond hair, sparkling eyes; a Party member. The deputy commander was Senior Lieutenant Milev (fnu), about 35-36, from Khaskovo; medium height, medium weight, black hair and eyes; a Party member.
18. During 1950, work was started on the new highway from the Dimitrovgrad railroad station to the village of Chernogorovo (N 42-16, E 24-24), Khaskovo Okoliya. Construction work in the form of gravelling, rolling, and sand filling continued on this highway during June of 1951. The excavation of the road bed was done by Trudovaks. This new highway to Chernogorovo connects with the Khaskovo highway at a point about one kilometer south of the Dimitrovgrad railroad station. From there it runs in an easterly direction reaching the Khaskovo railroad line. Here the highway passes under the railway line and continues in an easterly direction almost to the immediate vicinity of the Svilengrad railroad line and the south wall of the "Stalin" Chemical Combine. It connects near here with the old Chernogorovo highway close to the place where it intersects the Svilengrad railroad line. This highway is about 4-5 meters wide.
19. The second rayon consists of the "Stalin" Chemical Combine. This rayon is located about 2.5 kilometers east of the Dimitrovgrad railroad station and is in the immediate vicinity of the Svilengrad line. The entire rayon with the exception of the east side is enclosed by a stone wall 2.5-3 meters high. The rayon has a rectangular shape and measures about 1,000 meters in length along the Svilengrad railroad and about 800 meters in width.

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20. The entrance to the rayon is located on the western side. The highway, which begins here, passes in front of the "Stalin" Chemical Combine and the "Vulko Chervenkov" TETs and connects with the highway coming from the Dimitrovgrad station. It ends at the entrance to the "Vulko Chervenkov" TETs.
21. A standard gauge railroad line beginning at the Chernogorovo station enters the east side of the "Stalin" Chemical Combine. This is a branch line of the Svilengrad railroad line and intersects the entire rayon of the "Stalin" Chemical Combine. This line enters the west wall of the rayon and terminates at the Dimitrovgrad station. Construction materials necessary for the completion of the large construction program in the rayon will be brought in over this railroad line. [] an average of four to five trains per day going in both directions and unloading construction materials, large crates of machinery, parts, etc. This line has been used since 1951. The "Vulko Chervenkov" TETs railroad branch line has been used since 1950. In addition to this standard gauge line in the "Stalin" Chemical Combine, there is a narrow gauge line which starts at the bank of the Maritsa river. This narrow gauge line passes in front of the west side of the "Vulko Chervenkov" TETs rayon, enters the wall which separates the two rayons, and enters the rayon of the "Stalin" Chemical Combine. This narrow gauge line was designed to deliver the sand, which is necessary in the construction work, from the Maritsa river.
22. [] there are more than 100 large structures in the "Stalin" Chemical Combine. These are linked together by means of large underground and surface metal pipes having an average diameter of about 60-70 centimeters. Many of the structures of the "Stalin" Chemical Combine were also connected with structures of the "Vulko Chervenkov" TETs by means of similar pipes.
23. About 20-30 meters from the south wall of the rayon, [] more than 20 iron towers which were 20-30 meters high and about 10 meters in diameter. Allegedly these were to be used for storing some kind of oil.
24. The "Stalin" Chemical Combine rayon is a prohibited zone. Entry can only be had by passes (propusk) supplied by the Militia. All workers and the entire administrative personnel working in the rayon have these passes. The Militia is entrusted with guarding the "Stalin" Chemical Combine. Permanent guard posts are manned at the gates of the factory, along the open east side, and somewhere in the interior of the rayon.
25. At a 1950 conference of workers which discussed the importance of the chemical factory, Lieutenant Ivan Raev, about 35, from Chepelare, from Trudovak unit, Podelenie 297, said that in case of need, the factory was so well equipped that within 24 hours it could begin the production of military materials in place of the fertilizers normally produced.
26. There were about 7,000 Trudovaks working in Dimitrovgrad during June 1951. They belonged to Podelenie 254 which consisted of three to four Trudovak battalions which were quartered in various places in the rayons of the town of Dimitrovgrad or in its vicinity. They had quarters near the hospital in the first rayon; in the triangle formed by the Svilengrad railroad line and the Khaskovo railroad line; in the vicinity of the barracks of the chemistry school; near Mariyno; near the new coal mines, and at other places.

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27. [] there was an extraordinarily large number of Soviet civilians in the town of Dimitrovgrad, but he was unable to give an approximate number. Many of the Soviet civilians worked as engineers and technicians. Others worked as foremen, craftsmen, arc welders, riggers, etc. They resided in the first rayon.
28. All structures belonging to the "Vulko Chervenkov" TETs (Steam-heat and power station) and all installations located in the region of this plant are included in the third rayon. This rayon of the "Vulko Chervenkov" TETs is separated from that of the "Stalin" Chemical Combine by means of a wall approximately 2.5-3 meters high. The western and part of the northern sides are fenced with barbed wire, while the eastern side remains open.
29. The following railroad lines are in the "Vulko Chervenkov" TETs rayon:
- Standard gauge line for freight and passenger trains which begins at the Chernogorovo station and ends among buildings of the TETs and is used for delivery of construction materials;
 - Near the main warehouse a branch line of the railroad runs directly to the central building of the TETs; a mobile steam crane operates on this branch line and is used for unloading heavy machinery and equipment from rail cars directly into the building;
 - A second standard gauge line also begins at Chernogorovo station and ends within the steam heating installation; this line was not being used up to June 1951; and
 - A narrow gauge line connects the "Vulko Chervenkov" TETs with the bank of the Maritsa river; it is used chiefly for sand and gravel deliveries to the plant construction projects.
30. Entrance to the "Vulko Chervenkov" TETs is on the western side, while entry to the rayon is made through an opening in a large pavilion and then through a gate in the fence which closes off the western side of the rayon. The highway leading from the Dimitrovgrad railroad station runs directly to the entrance. This is probably part of the old highway to Chernogorovo village.
31. [] the "Vulko Chervenkov" TETs consists of the following structures:
- The central plant of the TETs, which is about 50 x 40 meters in size, and is located about 50 meters directly opposite the temporary entrance to the rayon; the front part of the building has two floors which will be occupied by offices of the administrative personnel; the eastern part will be used for the machinery departments; [] construction work on the plant was almost completed; machinery, which was being brought in through the open east side of the building by means of the railroad steam-operated crane, was being mounted; the front part of the building is built of bricks of a lime composition and the remaining part (the machine department) is chiefly of reinforced concrete; the walls are about 50 centimeters thick; another similar, but smaller building is connected to the north side of the plant and measures about 10 x 5 meters and is entirely of

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concrete with walls approximately 50 centimeters thick; [redacted] about 10 machines in this smaller building, but did not know their purpose and heard that they would be enclosed;

- b. A smoke stack is located about 10 meters from the southeast corner of the plant building; it has a diameter of approximately 10 meters at the base and a height of 100 meters; it is constructed of reinforced concrete and probably has a subterranean connection with the plant buildings;
- c. Electric filters: another large, 2-story building located approximately 10 meters from the smoke stack; an oblong annex starts from the southwest edge of this building and is built of reinforced concrete and connects the 2-story building with the smoke stack; [redacted] the annex was to be used for electric filters;
- d. Another 4-story concrete and brick building is located in the vicinity of the plant building and near the wall which separates the "Stalin" Chemical Combine and the "Vilko Chervenkov" TETs; it is connected on one side with the power plant building and on the other with the steam heating installation; this building is connected with the power plant by means of a concrete tunnel which was called "Estakada;" the tunnel was in the form of a right angle and measured 1.5 meters in height and approximately one meter in width; the tunnel began high on the power plant side and sloped downward to the base of the 4-story building; it was supported by four pairs of reinforced concrete columns, the tallest of which was eight meters high on the power plant wall; it is connected with the steam heating installation by means of a similar reinforced concrete structure approximately two meters high, since its lower side is connected with the steam heating installation at a point where it is about two meters high; it then runs a short distance horizontally along the ground; then it begins to climb toward the 4-story building and attains a height of about 4-5 meters at its juncture with the building; this tunnel is not set on columns as is the "Estakada," but it has reinforced concrete side walls which extend to the ground;
- e. [redacted] the steam heating installation is represented as being similar to a covered railroad station; the installation's eastern side is open, and it is connected by railroad with the line going to Svilengrad by way of Chernogorovo station; [redacted] a railroad train loaded with coal enters the steam heating installation where it is unloaded on special cement chutes [redacted] and pushed downward, presumably underground;
- f. GRU (Glavno Razpredelitelno Upravlenie; Main Distribution Administration); this building is located in the vicinity of the power plant building and is of approximately the same length; it is one and a half floors high; the half story is divided into about 20 small rooms measuring approximately 2.5 x 2.5 meters in size and about 1.75 meters high; there are three or four holes about 30 centimeters in diameter in the concrete ceilings of these rooms; above this half floor there is another floor; informant does not know the purpose of this building, but thinks it is connected with the power plant;

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- g. The Okhladitelna Kula (Cooling Tower) is located in the area between the power plant building and the GRU building; it is a reinforced concrete cylindrical tower resting on numerous interwoven reinforced concrete columns about three meters high; the tower has a diameter at its base of approximately 20 meters and is about 60 meters high. The tower gradually narrows in its upper regions, but widens again at its top;
- h. The Neftostopanstvo (Petroleum Storage) is chiefly an underground structure; those parts which are below the ground are square, but those on the surface are cylindrical with rounded domes; the diameter of a surface cylinder is about 10 meters; both the underground part and the surface part of the structure are constructed of reinforced concrete with walls approximately 40 centimeters thick; the underground part of the petroleum storage is especially insulated on the external side in the following manner: the concrete walls are covered with asphalt over which sacking is placed; one more coat of asphalt is put over the sacking, after which the entire exterior side of the underground part is covered by a row of bricks and sprayed with sand;
- i. Another structure is located in the area between the power plant building and the large 4-storied building; [redacted] the "Turbinno Otdelenie" (Turbine Department); it is constructed of bricks and reinforced concrete columns and has deep installations of cast concrete;
- j. North of the GRU building, there is another structure; the railroad line, by means of which construction materials are delivered, passes between this structure and the GRU building; the foundation of this structure was laid during June 1951; the use to which this structure is put is not known;
- k. The Kolektor I Pompena Stantsiya (Collector and Pumping Station); about 10 meters west of the cooling tower, an excavated canal begins; constructed of reinforced concrete, it is about 1.5 meters high and about two meters wide; the upper part is dome-shaped and is called the collector; this collector runs in a northeast direction from the Maritsa river; the canal is about 1,500 meters long and terminates at a pumping station at the Maritsa river banks; the station is separated from the river only by the river banks; the pumping station is about 10 x 5 meters in size; construction of the station was started during June 1951 with the pouring of a reinforced concrete foundation;
- l. The main warehouse of the "Vulko Chervenkov" TETs is located on the north side of the branch line to the power plant building at that point where the branch line runs from the line over which construction materials are delivered; spigots, wire, cables, instruments, parts for machines sent from the Soviet Union, and other materials were stored in this main warehouse; and
- m. An entire network of ditches passes near the power plant and the 4-story building; one such ditch begins near the starting point of the collector and turns in a northwest direction from the stream of the Maritsa river.

Besides these above-mentioned structures of the "Vulko Chervenkov" TETs, there are other smaller, chiefly temporary structures, such as warehouses and workshops located within this rayon.

[redacted] Comment: It is realized that the information contained in the above report is old, but it is being disseminated for any use it may have for background knowledge.

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